

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants
ESTABLISHED 74 YEARS
Agents for—
MESSRS. W. & A. GILBEY'S
WINE & SPIRITS.
MESSRS. JOHN DEWAR & SON'S
SCOTCH WHISKY.
MESSRS. JOHN JEFFREY & CO'S
PILSENER BEER.

THE CHINA MAIL.

NOTICE

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication but as evidence of good faith.

All matter for publication should be written on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.

Rate of subscription to "China Mail" is \$36 per annum; per quarter and per month "pro rata".

The "China Mail" is delivered free to subscribers in Hongkong and Kowloon.

Postage is charged at the rate of fifty cents per month.

Orders for extra copies of the "China Mail" should be sent as soon as possible as the supply is limited. Cash 10 cts. Credit 20 cts. per copy.

Rate of subscription to the "Overland China Mail" is \$12 per annum; postage \$1 per annum extra. Single copies twenty cents each.

Alterations and additions to Advertisements on Pages 2, 3, 5, and 7 should be sent to the Office, No. 5, Wyndham Street, not later than 11.30 a.m.

Alterations and additions to Advertisements on pages 1, 4, 5 and 8 should be sent to the Office, not later than 1 p.m.

New Advertisements should be sent in before 2 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telephone Address "Mail" Hongkong. Code A.B.C. 5th Edition.

Telephone No. 22.

THE CHINA MAIL, LIMITED

LONDON PORT PROGRESS

Additions to Dry Dock and Shed Services.

Chiefly in connection with the new fortnightly service which the Cunard Company is establishing between New York and London, the Port of London Authority has been called upon to consider the question of providing further warehouse accommodation at the Surrey Commercial Docks, which form an important centre of the American and Canadian import trade. For the use of the Co. and Company it has been decided to erect sheds having an area of about 32,000 square feet. These will adjoin the accommodation of a similar character allotted to the Cunard Company in connection with its Canadian service.

At the same time, with a view of meeting the deficiency of warehouse space at the Surrey Commercial Docks, which has become acutely manifest during the period of war pressure, the Port Authority has resolved to erect new shed accommodation to the extent of 16,000 square feet.

The largest steamer trading regularly to the Port of London, the triple-screw White Star Line "Carnegie," of 18,461 tons gross, has recently been successfully dry-docked at Tilbury. In point of dimensions she establishes a fresh record among British steamers so far as dry docking in the Port of London is concerned. The Port Authority is now constructing, in connection with the South Albert Dock extension scheme, another dry dock, 750 feet long and 100 feet wide. This, with the recent enlargement of an existing graving dock on the Albert Dock estate will put the Port Authority in possession of no fewer than six dry docks, of lengths varying from 500 feet to 844 feet, available for the overhauling of large steamers.

The Man Who Gets There

Is the man who has blood—real rich red blood and plenty of it—in his body.
WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND
makes blood—lots of it—lifo giving, brain nourishing, strength replenishing blood.

OF ALL CHEMISTS

Price: \$1.25 and \$2.25

BUSINESS NOTICES.

STEAM OR MOTOR VESSELS
Forgings Castings and Repairs
PUMPS INJECTORS AND ENGINEERS STORES
SHIPPED TO ORDER
Write for Prices
W. S. BAILEY & Co., Ltd.
ENGINEERS and SHIPBUILDERS.
Sole Agents for KELVIN MOTORS.
STEAM LAUNCH FOR SALE OR HIRE.

CHEN KWONG & Co., Ltd.

GENERAL IMPORT & EXPORT.

CANTON

LARGE WHOLESALE & RETAIL STORE

FURNITURE

Draperies, Groceries, Boots and Shoes.

Makers of Jewellery, Lacquerware, Groceries, etc.

Ironmongery, Wine and Spirits.

Foreign Clothes for gentlemen made to order by our own tailors.

Large assortment of Chinese Silks and Foreign Goods of every description.

All goods sold at reasonable Prices.

The Cheapest and Best place in Canton & Hongkong to buy Chinese and Foreign Goods.

SUP PAT POO STREET, CANTON and

No. 237, 239, Des Vaux Road

and No. 120, Connaught Road Central.

Tel. No. 811. Hongkong.

WHO'S WHO IN JAPAN

EDITED AND PUBLISHED BY S. KURITA.

The first (1913) edition is already issued.

BIOGRAPHIES of over 5,000 people who are well-known in society and of several hundred foreigners associated with Japan appear in the book.

Many portraits are inserted. The book contains over 1,400 pages.

The price is yen 8 (12/6) or \$3 per copy. Orders for the book should be accompanied by payment.

Subscribers for the second annual edition of "Who's Who in Japan" will be allowed a reduction of one yen.

The registered postage is 18 sen, to Korea and China 40 sen and to Europe & America 70 sen or 35 cents.

It is a GOOD ADVERTISING MEDIUM.

Many influential papers of the world noticed this work in the highest terms.

For example, The Daily Mail says—

Yet another "Who's Who" and this time from Japan! The reader is apt at first to regard it as a curiosity, as a sign that the East has now become Western practically almost to the last detail. But "Who's Who in Japan" is far more than a curiosity; it is a very sound and useful reference book. It is printed in English and contains brief biographies, on the accepted model of prominent men in Japan. Mr. Kurita is a skilful editor and has done his work well.

Who's Who in Japan Publishing Office, No. 5, 1-chome, Uchisaiwaicho, Kojimachi-Tokyo.

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF THE OCEAN MARINE INSURANCE COMPANY, LTD., and THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUND at 31st December, 1914, £23,622,185.

I—Authorized Capital £8,000,000

Subscribed Capital £4,500,000

Paid up Capital £2,437,500

II—Fire Fund £3,899,114

III—Life & Annuity Fund £18,184,160

Sinking Fund Account £8,512

£23,622,185

Revenue Fire Branch £2,607,158

Life and Annuity 1,973,289

Revenue Marine Department 232,692

Other Receipts 430,193

£2,243,312

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO. Agents.

THE ALEXANDRA CAFE cannot be bettered. For Bread Cakes, Confectionery, Meats with Wines &

HOTELS

KINGSCLERE HOTEL, HONGKONG.

UNRIVALLED position in the Hill district, overlooking the Botanical Gardens and facing the Harbour.

Numerous single Suites with luxuriously fitted Bathrooms, Telephones and Electric Fans.

Telephones in Bedrooms and Sitting-rooms throughout.

Telephone No. 1123.

Cable Address, "Sachala."

A.B.C. Code 5th Ed.

Hongkong, September 1, 1905. 1208

KING EDWARD HOTEL

Central Location.

All Electric Trains Pass Entrance.

Electric Lifts, Fans and Lights.

European Baths and Sanitary Fittings.

Hot and Cold Water System throughout.

Best of Food and Service.

Telephone 373.

TELEGRAPHIC ADDRESS, "VICTORIA."

FRANK L. COOTE, Manager.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 10 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 5.00 p.m. Every 10 minutes.

5.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS.

8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.

11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.

7.45 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.30 a.m. to 12 Noon. Every 15 minutes.

12.00 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

PATELL & CO.

Exporters & Importers

General Merchants

and

Commission Agents.

HONGKONG, CANTON, SHANGHAI AND HANKOW.

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON STEEL METAL AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke, etc. General Storekeepers and Shipbuilders. Nos. 35 and 37, Hing Loos Street, (2nd Street, west of Central Market) Telephone No. 515.

Hongkong, September 4, 1912.

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG LTD.
TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 737' x 83' x 34'6"

Pumps empty Dock in 2 3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNTON & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 100 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN AGENTS.

Telegraphic Address: "TAIKOODOCK." TELEPHONE No. 212.

The Best Means in Hongkong.

Either light or substantial

Available only at the

ALEXANDRA CAFE.

BAGUIO HOTEL

Baguio, P.I.

5,000 Feet Above Sea Level—Mean Temperature, 65°

The Coming Health Resort of the Far East

Eight Hours From Manila, Rail or Auto

Bracing Climate in the Pine Country or Northern Luzon

The "BAGUIO" is a model for location, cuisine, homelike atmosphere and modern up-to-date features.

-P-6 Up, Daily. -P-35.00 Up, Weekly

Special Rates For Prolonged Stays

GENUET COMMERCIAL CO., Proprietors.—Cable Address—"BECOME."

THE HONGKONG HOTEL

and GRILL ROOM

J. H. TAGGART, MANAGER.

PEAK HOTEL

ADMIRABLY SITUATED AT VICTORIA GAP

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Rooms, Roof Garden.

Terms—From \$5 per day Max.

Telegraph Add: "Peak Hotel."

P. O. FEUSTER, Manager.

GRAND HOTEL

A FIRST CLASS AND UP-TO-DATE HOTEL, most central location within the vicinity of all the principal Banks.

Noted for the Best Food, Refreshments, Accommodation and Cleanliness. Cuisine under European Supervision. A First Class string Orchestra renders selections from 5.30 p.m. to 11.30 p.m.

Special monthly terms for residents and for Shipping passengers only.

For further particulars apply—

Telephone 197

Telegraphic Address: "COMFORT."

Manager

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LTD.
Portland Cement

In Casks of 275 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

A PREVENTIVE OF MALARIA MOSCATINE.

THE INFALLIBLE INSECT REPELLER.

Price 50 cts. \$1.00 and \$2.50 Per Bottle.

Prepared only by

THE VICTORIA DISPENSARY.

32, Queen's Road Central.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND 1/2" to 1 1/2" CIRCUMFERENCE

CABLE LAID 5" to 15" CIRCUMFERENCE

4 STRAND 3" to 10" CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1911.

"MUMEYA"

"While-you-wait" Photography

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH APPARATUS AND MATERIALS WHICH CAN FINISH IN 1/4 HOUR.

PRICE 2.00 per 3 pcs. for Post Card.

No. 8, Queen's Road Central.

TELE. No. 254.

THE KWONG HIP LONG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDRY. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office, 43, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 459.

Slipway, Sham-Sai-Po, Kowloon, Hongkong. Telephone No. K. 9.

Estimates furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1912.

Bournville

The "COCOA de Luxe"

HIGHEST GRADE BRITISH MADE

"BOURNVILLE COCOA" represents the highest grade of nutritive cocoa present on the market; it fully maintains its high reputation in food value and delicacy of flavour, and is second to none in any respect whatsoever." Medical Magazine, March, 1912

CADBURY'S CHOCOLATES

In Tins and Fancy Boxes Specially Packed for Export

FROM "THE FACTORY IN A GARDEN," BOURNVILLE, ENG.

Hongkong, Dec. 11, 1904.

INTIMATIONS

G. FALCONER & CO., LTD.,

WATCHMAKERS & JEWELLERS.

DIAMOND BRACELETS, RINGS, BROOCHES,
SILVER CUPS, TEA SETS, CIGARETTE CASES
etc., etc.,

AGENTS FOR
BENSON'S ENGLISH MADE WATCHES.

HOTEL MANSIONS: OPPOSITE GENERAL POST OFFICE.

THE ONLY EXCLUSIVE
ENGLISH TAILOR
IN THE COLONY.

Brook

No. 1, WYNDHAM ST.
(FLOOR STONE)
ESTABLISHED 1891.

THE KAILAN MINING
ADMINISTRATION.

KAIPING COAL

New well-known throughout the East for
STEAM RAISING, FURNING, STEEL MAKING, SHIPS' BUNKERS AND
HOUSEHOLD PURPOSES.

KAIPING COKE

Competes with the best quality English Cokes for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES

FIREBRICKS

FIRECLAY,
STOCKS ALWAYS ON HAND.

OFFICES: QUEEN'S BUILDINGS, HONGKONG

TEL. ADDRESS: MAISHAN, HONGKONG.

TELEPHONE: No. 869.

DODWELL & CO., LTD., Agents.

THE CHINA MAIL, LTD

UNDERTAKES

ALL SORTS OF ARTISTIC JOB-PRINTING

such as:

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT
PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPER-
TUSES, WINE LISTS, ETC. ETC. ETC.

Obtain quotations from

THE CHINA MAIL OFFICE.
5 Wyndham Street

European Supervision

Moderate Price

A Natural
Remedy

Time was when disease was thought to be due
to the direct influence of evil spirits, and exorcism
and magic were invoked to cast it out.

Science has taught us wisdom. The evil
spirits exist still. We call them "Disease
Germs," and they also must be cast out. Once
lodged in the stomach or intestines, fever with
its hallucinations, or biliousness with its aches
and pains, is the result.

ENO'S
FRUIT SALT

is the approved remedy for driving out disease
germs. Its action is quick and thorough. It
clears the intestines, rouses the torpid liver to new
life, stimulates the mucous membrane to a healthy
action, and cleanses and invigorates the whole
digestive tract.

It may be safely taken at any time by young
or old.

It is very effective in the early stage of Diarrhoea
by removing the irritating cause.

Be prepared for emergencies by always keeping
a bottle in the house.

Prepared only by

G. ENO, LTD., "FRUIT SALT" WORKS, LONDON, ENGLAND.
SOLD BY CHEMISTS AND STORES EVERYWHERE.

INTIMATIONS



MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-
SIMA, OCHI, MUTABE, YO-
SHINOTANI, KISHIDAKE, HOJO,
KANADA, NAMAKUTA, SAYO,
SHINNEW, AND KAMİYAMADA
Collieries.

AGENTS for SAKITO, & OTUBARI
COALS.

HEAD OFFICE:—TOKYO.

BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Otsu, Maroran,
Hakodate, Kobe, Osaka, Kyoto,
Tokyo, Yokohama, Nagoya,
Tsuruga, Shanghai, Hongkong,
Hankow, Peking.

TEL. ADDRESSES for above: "IWASAKI"
Codes:—A1, ABU 5th Ed., Western Union.

AGENCIES:

CHINESE: Messrs Gearing &
Co.

MANILA: Messrs Macdonald &
Co.

SINGAPORE: Messrs Borneo Co.
Ltd.

GLASGOW: Messrs A. R. Brown,
McFarlane & Co., Ltd.

For particulars, apply to
K. KATO,
Manager,
No. 2, PEDDER STREET,
HONGKONG.

KWONG HING CHONG & Co.

No. 70, Wellington Street,
HONGKONG.

LADIES' TAILORS

GENERAL DRAPERS

DEALERS IN

Wool, Cashmere, Fancy and Piece
Goods, also Manufacture Ladies and
Children Underwear, Blouse Shirts and
Gent's Shirts made to order in the latest
Style.
ORDERS PROMPTLY ATTENDED TO
PRICES MODERATE.
Hongkong, May 29, 1915. 479

NOTICE.

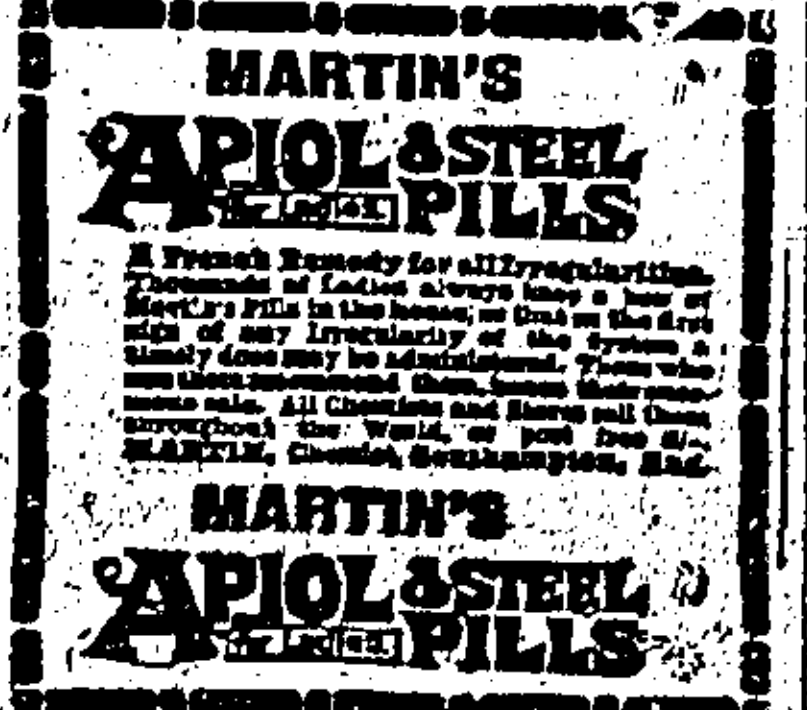
THE CHEN KWONG & Co., Ltd. of
SHEWAN TOMES & CO., Canton, and
1 Des Vaux Road, Hongkong, hereby
give notice that their former Manager
Mr. WONG CHOY TING is now no
longer in their employ and that Mr.
WONG JOY CHEW has now been
appointed general manager of the Company
and all orders for goods must bear the
signature of Mr. WONG JOY CHEW
and Chopped with the oval Seal in Chinese
and English of the said CHEN KWONG
& Co., Ltd.
Hongkong, June 1, 1915. 483

DAIRY FARM NEWS.

BUTTER & CHEESE.

The following prices approved by
the Food Committee will come into
force on and after 24th May, 1915.

Dairy Butter..... \$1.10 per lb.
Dairymaid Butter..... \$1.00 ..
Buttercup Butter..... 90 ..
Pastry Butter..... 80 ..
Cheese..... 70 ..



FRENCH LESSONS

G. MOUSSON,

15, Morrison Hill Road.

DON'T Forget after the Show, Supper,
and Light Refreshments.

ALEXANDRA CAFE.

Open Till Midnight



MASPERO "SPECIALS"



\$1.50

&

Tin of

50

Cigarettes



The Smoker who appreciates the charm of the Egyptian

Cigarette will find Maspero "Specials" delightful.

THAT FAMOUS "BRITISH CALM"

For the two hundred or more years during which the Empire has
been building, for the hundred years during which it has been the chief
political fact in the world, Little England has been through a curious
selective process. The adventurous, the merry, the enterprising, have
drained themselves off to the Colonies; year after year, as the process
went on, they left behind the set, the unenterprising, or the conser-
vatively able.

The time when English civilisation began to set was a time when
individualism dominated the world, when social team work was not
dreamed of. And above everything else this imperious and set
personage, the Englishman, was an individual, insistent on his individual
rights. He obeyed, he respected the law which his fathers had
made for him; and it was a law of the individual. When certain
miseries in the draining ground of the Empire, together with pressure
from a neighbour which understood team work, forced him to change
these laws, he yielded only after a tremendous struggle. . . . The
Army machinery creaked. But let not an American with the memory
of our Spanish War behind him grow too critical with the English.
It did not grind and stop as ours did. I have heard slight hints of
scandals in Army supplies; I scarcely believe them. Some of the
tunes which came to the troops were pretty shoddy; but I under-
stand that the Government knew just what it was buying. The right
kind of cloth for tunics was lacking at first; inferior qualities must do
for the present.

As time went on you began to older Englishman was concerning
himself with a regiment of guards. His chauffeur, a blank-
faced, mechanical English servant,
drove him back from the grounds
one day. "Sorry, sir, but I must
leave to-morrow," said the chauffeur
as they drew up at the door. "I'm
going with the Lanciers." That was
his first hint, even to his fellow-
servants, of military intentions.

I had been talking over the busi-
ness situation with a highly intel-
ligent, highly likeable young City
man. At the end of our last session
he told me that his secretary would
give me any more facts I wanted;
he was going out of town. It was
his secretary who informed me that
"out of town" meant the front.
I have watched, here and there,
the leave-takings. When a regiment
goes to the front there are no rela-
tives to see them off; secrecy, dums-
and unfeelingness, shrouds the whole
military game as played now in
Great Britain; the leave-taking is
done at home. But there are ex-
ceptions now and then. I sailed
from Folkestone, en route to Brus-
sels, in the early days of the war.
I found aboard a Red Cross detach-
ment, a group of British officers,
and an Army chaplain or so; their
women, fine, tall Barbarians of
charm and breeding, had managed
by favour to go down to the boat
with them. I should not describe
the good-bye embraces of these wo-
men as cold—there was a suggestion
of fire underneath; but at least they
seemed casual. You knew that
these women, once alone, would
cry their eyes out, but not there
where the situation called for a
stiff upper lip. The officers, the
Red Cross corps, and the chaplains
waited at their women until we
rounded the Folkestone pier head.

That imperiousness of the Eng-
lish, that failure to act as though
they recognised the invidious and the
disagreeable—it is their weakness in

A million volunteers, Territorials,
and "Kitchener army," in the first
three months—that is not so bad for
an unarmy nation of forty mil-
lions, after all. Indeed, considering
this British imperiousness, this
refusal to get excited over things, it
becomes almost a miracle. Ger-
many may point out that, even with
her conscripts at the front, she has
many volunteers from her exempt
classes but the cases are not parallel.
In Germany the "Religion of
Valour" was abroad.

All classes alike, they meet their
personal crises in this war with that
same imperiousness, spirit. "Be-
lieve," said a young City man, at
breakfast one morning, "I've gone
into the London Scottish." "Bob,"
said his father, "it's time!" "An

Armageddon. It was unthinkable
to them that Germany should ever
go to war with them; it was un-
thinkable that any nation could
make headway against England while
the Navy held the coast.

By vice of their imperiousness
they entered the war of the nations
unprepared; by vice of it they mul-
tiple their early preparations; by
vice of it they failed to prepare the
national mind for a supreme strug-
gle; by vice of it recruiting has gone
all too slowly. If they lose, if their
Empire fall, it will be by vice of
this quality.

Yet it is this imperiousness
which prevents them now from any-
thing like panic over the danger;
which has enabled them to work
system any efficiency out of a muddle
beginning; which makes, even their
raw troops behave like veterans on
that nerve-racking line, which turns
every threat of Germany into a prop
for the national backbone; which,
should invasion come, will keep
them fighting when any other people
would have resigned themselves.
If they win, if their Empire survive,
it will be by virtue of this quality.
(Will Irwin, in Daily Mail.)

OUR CONSULAR SERVICE.

Weakest Point in Our Com-
mercial System.

All business men, says the London
"Globe" of May 1, engaged in overseas
trade know that our Consular service is
rotten. It is a notorious fact, admitted by
everyone except, perhaps, the permanent
officials and politicians at Westminster who
appoint Consuls. The necessity of a
thorough reformation of the whole system
becomes more pressing every day, yet so
far no attempt has been made to do so.
"Before the Germans' feeling a
towards us were swallowed up in Hate,
they had a large contempt for our com-
mercial system. This contempt, I believe,
from their knowledge of our Consular
system," says the writer of a trenchant and
timely article which appears in the current
issue of Electrical Industries. "Every-
body who has gone round the world on a
trade voyage knows that the whole ques-
tion of Consular service is a blot on the
honour of British commerce. A bottle of eau de Cologne
would have been to Hercules. They are
officials; and the attitude of officials to-
wards trade is that of a High Churchman
towards the theology of the R. v. Billy
Sunday."

A TYPICAL INSTANCE.

In support of his opinion that the in-
efficiency of British Consuls is not only a
negative effect on British trade, but re-
acts to the benefit of the trade of rival
countries, he cites, as a typical instance,
the experience of a man who has visited
every civilised country in connection with
a leading British industry, who always, as
a matter of fact, is a duty, called first
upon the British Consul, and sought from
him the information he needed. He never
got it. Then he went to the American
Consul or the German Consul, and was
always received with open arms. He found
these men thoroughly posted on all facts
relating to the business world, perfectly
ready to talk to him about the opportuni-
ties for doing trade, and courteous as they
were helpful.

HUMILIATING FACTS.

"It is distinctly humiliating," he adds
"that, in regions as remote from each other
as every way as Italy and Mexico, a British
trader should be obliged to resort to foreign
Consuls for the help that our officials are
proud to give him. But most striking of all
is the difference in type between the ordi-
nary British Consul and the men selected
by other Governments to represent them
abroad. British Consuls seem to exist in
a vacuum; foreign Consuls have been
picking to the extent of inviting him to
their clubs and introducing him to the
leading men of business in the town," and
urges that it would pay us to pension off
all the highly-cultured nonentities who
manoeuvre as business representatives in
the British Consular service, and replace
them with men who do not find the ordi-
nary means of assisting trade beneath their
dignity.

HOUSE FAMINE AFTER WAR.

Fears were expressed, at the National
Housing and Town Planning Council con-
ference at the Westminster Palace Hotel
recently that at the close of the war all the
worst features of a house famine would
exist.

In a memorandum on the building of
houses Mr. Henry R. Aldridge, secretary
of the Council, pointed out that after the
war private capital might be attracted by
high rates of interest into fields of invest-
ment other than those of cottage building.
If the flow of private capital was not up
to the average of the years before the war
a period of great difficulty in regard to the
housing of the people would be entered
upon, for there would not only be a shortage
in the supply of new houses, but the effect
of this shortage would be to place in the
hands of those owning houses the power to
demand and obtain rents out of proportion
to the original cost of construction. All
the worst features of a house famine would
in effect be present.

The death of To Janglat leader of the
Kakani rebels, was a double and un-
pleasant surprise for the old Indian
friends, and may do some good in shaking
the ridiculous belief still held by many
Malays in the efficiency of life-preserving
charms. It should prove that a 303 bullet
is much more up to his work than any
amount of amulets and talismans. Still,
hard-held superstitions are slow to kill.
There is a Malay skipper on one of the local
little coasting steamers who is very proud
of an amulet which he wears, will keep
death at a long arm's length from the
cockney. His father and grandfather
and even more remote forebears were
"orange prang" and were preserved un-
scathed through many dangers by posses-
sion of this extraordinary charm. In his
blind faith, the worthy man, expanding
on the subject, will offer a chance of testing
it. "He a dog or a cat to a tree, town,
he says," and put this charm on it. Then
shoot at it with your gun and you will see
that no harm comes to the animal." It is
a pity some one has not taken him at his
word. (Straits Times.)

ALEXANDRA CAFE.

ENTERS: Fresh, Fried or Stewed,
Finest Haddocks, Kippers, etc.

INTIMATIONS

WANTED.

A SPANISH INSTRUCTOR.

Apply—
c/o "China Mail" Office,
Hongkong, June 9, 1915. 506

WANTED.

A EUROPEAN SECOND ENGINEER
for H.M. Tug "ATLAS." Rate of
pay—\$7.00 per day for seven days per
week.

Apply to—CHIEF ENGINEER
H.M. DOCKYARD.
Hongkong, June 9, 1915. 507

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Alexandra Buildings,

For 10 Days Only,

FORTY-FIVE SELECTED

PICTURES

by

E. KATO.

An inspection is cordially invited.

KOMOR & KOMOR.

Hongkong, June 8, 1915. 509

CANTON-KOWLOON

RAILWAY.

SUMMER TRAIN SERVICE.

THE PUBLIC IS HEREBY NOTI-
FIED that on and from TUESDAY,

June 15th, Several Important Alterations
and Additions will be made in the Train
Service. Three Express Trains will take
the place of those now running, (timing as
under)

UP EXPRESS TRAINS.	
Kowloon dep.	Canton arr.
7.00 A.M.	10.30 A.M.
12.00 P.M.	3.40 P.M.
4.00 P.M.	7.33 P.M.

DOWN EXPRESS TRAINS.	
Canton dep.	Kowloon ar.
7.00 A.M.	10.30 A.M.
12.00 P.M.	3.40 P.M.
4.00 P.M.	7.33 P.M.

Important alterations have also been
made in the Local Train Service.
For further particulars see Time Tables
which may be had on application at all
Stations and at the Head Offices, Kowloon
and Canton.

By Order, H. P. WINSLOW,
Manager,

British Section,
Kowloon-Canton Railway.

By Order, THE ADMINISTRATION,
Chinese Section,

Canton-Kowloon Railway.
Hongkong, June 8, 1915. 504

THE

LONDON DIRECTORY.

(PUBLISHED ANNUALLY)

ENABLES traders throughout the World
to communicate direct with English
MANUFACTURERS & DEALERS

in each class of goods. Besides being a
complete commercial guide to London and
its suburbs, the Directory contains lists of

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with the Goods they ship, and the Colonial
and Foreign Markets they supply.

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arranged under the Ports to which they sail
and indicating the approximate sailings.

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of leading Manufacturers, Merchants, etc.,
in the principal provincial towns and
industrial centres of the United Kingdom.

A copy of the current edition will be
forwarded, freight paid, on receipt of
Postal Order for £5.

Dealers seeking Agencies can advertise
their trade cards for £5 or larger adver-
tisements from £5.

The London Directory Co., Ltd.,
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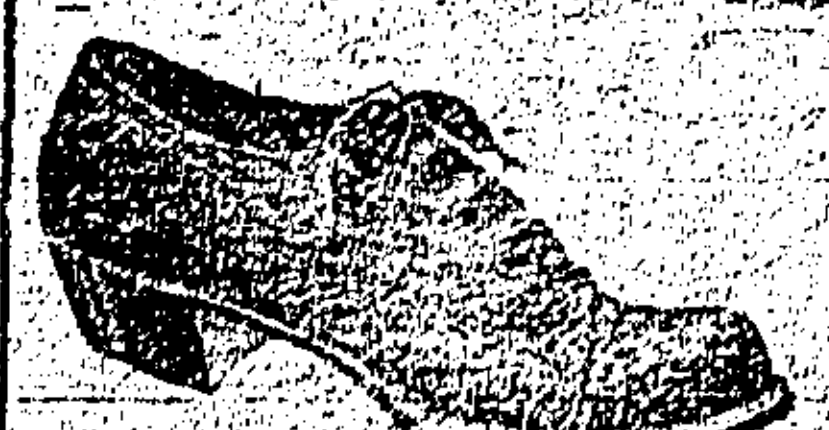
JAPANESE MAKERS.

Every kind of Footwear

MADE

TO

ORDER



CHERRY & CO.,

FREDERICK STREET,

Opposite Hongkong Hotel

Telephone No. 491.

Hongkong, March 20, 1914.

FOR a good solid meal, a la carte or
a la carte with Wine & Liquors
of the best—ALEXANDRA CAFE.

EXTRA
TO THE
CHINA MAIL.

HONGKONG, THURSDAY, JUNE 10, 1915.

BY TELEGRAPH.

THE WAR.

(Reuter's Service to the China Mail)

GERMAN SUBMARINE SUNK.

LONDON, June 10.

In the House of Commons, Mr. Balfour, First Lord of the Admiralty, announced that a German submarine had been sunk and that six officers and twenty-one of the crew had been captured.

MR. BRYAN'S RESIGNATION.

LONDON, June 10.

The New York "Evening Post" says that the astonishment in Washington regarding Mr. Bryan's resignation was heightened when it became known that the Note to Germany was in a friendly tone, and merely reaffirmed the original Note, and in no wise closed the way to a peaceful solution.

BRITISH CASUALTIES.

LONDON, June 10.

In the House of Commons Mr. Asquith announced that all the British casualties in Flanders and the Dardanelles to May 31 totalled:

Killed:—	Wounded:—
Officers, 3,327	Officers, 6,498
Men, 47,015	Men, 147,482
Missing:—	
Officers, 1,130	
Men, 52,611	

HONGKONG VOLUNTEER CORPS.

Corps Orders by Lieut.-Col. A. Chapman, V.D.

WEEKLY REPORTS.

The weekly state is required at the Orderly Room not later than 5 p.m. to-morrow, 11th inst.

PARADES.

Parades for Friday, 11th inst.:—
5.50 p.m. N.C.Os. and men of Nos. 1 and 2 sections Artillery Battery, Centre and Left Sections M.G. Co., Civil Service Co., and Scouts Co. who were not present when their units were inspected—squad drill and rifle exercises at Headquarters under Adjutant. Recruits under Sergeant Bullock.

5 p.m. Signalling Section—Musketry instruction at Headquarters. Corpl. Grimes, R.E., will attend. Remainder, etc.

DETAIL.

On duty at Headquarters:—
From 7.15 a.m. to-morrow to 7.15 a.m. 12th inst.: No. 2 Sec. Artillery Battery.

At Gun Club Hill, Kowloon:—
On duty until the morning of 12th inst.: Right Section M.G. Co. Officer on duty: Lieut. C. Smith.

At Kowloon (Detention Camp):—
On duty until the morning of 12th inst.: H.K.V.R.

On duty 12th inst.: Civil Service Company. Officer on duty: Captain Churchill.

Orderly Officer until morning of 12th inst.: Lieut. Danby.

Orderly Sergeant until morning of 12th inst.: Sergt. Sorby.

NOTE.

The guard for the Detention Camp will parade at 6.50 p.m. daily at Hung Hom Station, where the Orderly Officer will inspect it if desired by the Commander of the guard.

BIRTH.

CRAWFORD.—On 10th inst. at Forebank West, Magazine Gap, to Mr and Mrs F. M. CRAWFORD, a daughter.

BY TELEGRAPH.

(Wah Tss Yat Po's Service.)

THE BOYCOT OF JAPANESE GOODS.

PEKING, June 19.

The Government have communicated telegraphically with all the Provincial Governors instructing them to order the people to refrain from boycotting Japanese goods.

CHINA AND THE PANAMA EXPOSITION.

Minister Ha informs the Government that the failure of the Chinese in the Panama Exposition is due to bad supervision.

MORE REBELS PARDONED.

A Mandate pardons penitent rebels including Tong Mong and eleven others.

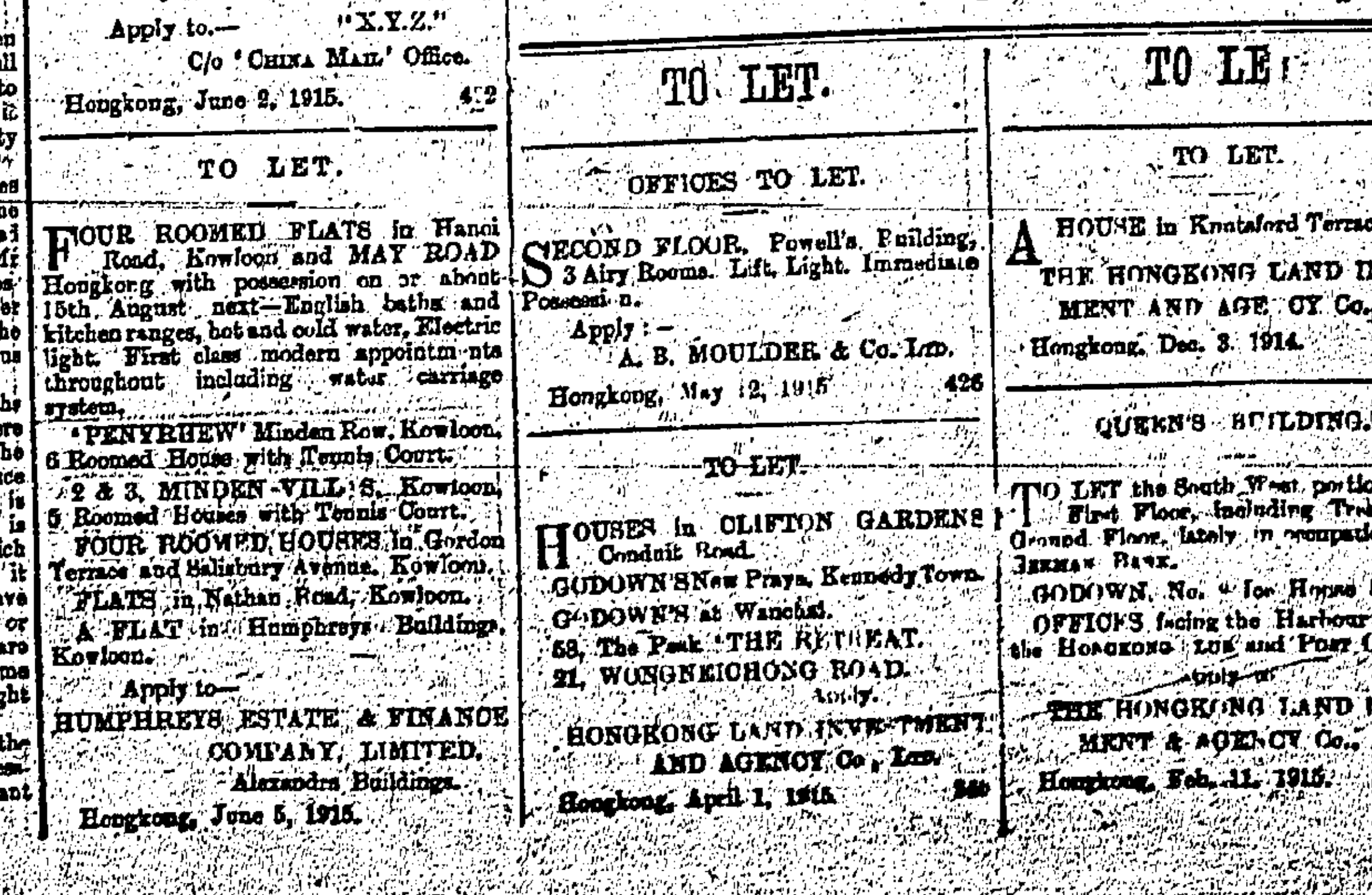
THE JAPANESE MINISTER.

The Japanese Minister at Peking is leaving for Japan; meantime, his secretary will fill the position.

LUK CHUNG YU.

Luk Chung Yu, the Chinese Minister at Tokyo, has been ordered to Peking to discuss several important affairs.

Printed and Published for THE CHINA MAIL, Limited, by HORACE MURRAY BAIN, No. 6, Wyndham Street, Hongkong.



BY TELEGRAPH.

THE PROGRESS OF THE WAR.

RUSSIAN SUBMARINE ATTACKS TEN GERMAN BATTLESHIPS.

GERMAN CRUISER BADLY DAMAGED: STEAMER SUNK.

BRITISH SEAPLANE SUCCESSFULLY BOMBARDS A TURKISH BASE.

(Reuter's Service to the China Mail.)

GERMANY'S BALTIC FLEET.

TEN BATTLESHIPS ATTACKED BY A RUSSIAN SUBMARINE.

London, June 9, 1.50 p.m.

A Petrograd communique announces that a Russian submarine attacked ten German battleships between Wismar and Gotland. The submarine fired several torpedoes and dived on hearing loud explosions. The Germans, owing to the activity of submarines and their losses from minefields, have left and gone south-west. The German steamer, *Hindenburg*, has been sunk by a mine and a cruiser badly damaged, has been towed to a German port.

THE RUSSIAN ARMY.

THE MOST COURAGEOUS IN EXISTENCE.

London, June 9.

A Paris communique states that General De Witte, of the Belgian Army, has returned from Russia. He is full of enthusiasm for the Russian army, stating that it is the most courageous in existence. "Have no fear of us falling back, as we fall back on Moscow in 1912," said the Russian Chief of Staff to him. "When we fall back it is in order that we may advance better, having a fear."

BRITISH SEAPLANE PLAYS HAVOC AT AKBASCH BASE.

London, June 9, 1.50 a.m.

An arrival at Bulgharost from Constantinople states that nine British seaplanes bombed Akbasch Base in the harbour of Gallipoli, killing and wounding fifteen soldiers and damaging stores.

The German submarine 23 which sunk the *Triumph* and *Majestic*, has arrived at Constantinople.

THE EXPLODED ZEPPELIN.

THE GALLANT AIRMAN.

London, June 9.

Reuter's Correspondent at the British Headquarters states that Flight Sub-Lieutenant Warneford attacked the Zeppelin alone and was unassisted. When the explosion upset the aeroplane the petrol escaped, compelling Warneford to land in order to refill his tanks from a reserve supply, which he successfully accomplished. A British Foreign Office cable states that Flight Sub-Lieutenant Warneford accomplished his great task in a Mirado monoplane.

THE FRENCH CARRY SEVERAL LINES OF ENEMY TRENCHES.

London, June 9, 4.35 p.m.

A Paris communique states: The French carried two and, in some places, three lines of German trenches at the outskirts of Bois la Prete and made a number of prisoners.

A DUTCH PROTEST AGAINST GERMAN BARBARISM.

London, June 9.

A resolution passed by the Association of Dutch Sea Captains and Officers protests against the barbarous German submarine warfare on defenceless merchantmen and fishermen.

BIG BATTLE RAGING IN GALICIA.

London, June 9.

A Petrograd communique says: The Germans are developing a big battle along the Scharf front. The enemy re-arranged his forces is persistently attacking in the direction of the village of Doubie.

The communique says that consequently the Russians left the village and concentrated in a position before Shavli.

The Russian offensive along the lower Dnieper is proceeding satisfactorily. The Germans in the Rukh region attempted again to attack by gas.

The battle in Galicia is raging with unabated fury. After stubborn fighting near Viaznia, the Russians counter-attacked and have already captured 2,000 prisoners.

An Austro-German attack on the Dniester and the Russian fortifications from Ugarsberg to Zhiditsen was abortive, the Russians capturing hundreds of prisoners and quick fire. The enemy's forces at Zoravoo and on the left bank of the Dniester have been increased, and their line extends to the railway.

BY TELEGRAPH.

AMERICA AND GERMANY. CRISIS IN THE UNITED STATES CABINET.

Mr. Bryan Resigns.

(From Own Correspondent.)

London, June 9, 4.10 a.m.

A telegram from Washington states that Mr. W. J. Bryan, Secretary of State, resigned.

(Reuter's Service to the China Mail.)

London, June 9, 4.10 a.m.

Reuter's correspondent at Washington states that Mr. Bryan has resigned.

CAUSE OF THE RESIGNATION.

LATER.

President Wilson has accepted Mr. Bryan's resignation, which is owing to difference over the Note to Germany.

It is understood that Mr. Bryan throughout has opposed anything in the nature of an ultimatum to Germany, as violating the peace principles for which the present Government under his influence stands. He is leaving the Cabinet because he does not desire to embarrass the President.

Mr. Lansing, Counsellor of the State Department, automatically becomes Secretary of State to-day and signs the Note, which will be sent as approved by the Cabinet.

The Note was drafted with unusual care and there is reason to believe that if an agreement is not reached, further cordial relations between America and Germany will be postponed indefinitely.

Mr. Bryan, in a letter to President Wilson, says: "Obedient to your sense of duty, and actuated by the highest motives, you have prepared for transmission to Germany a Note in which I cannot join without violating my duty. The issue involved is so momentous that my remaining in the Cabinet would be as unfair to you as to the cause nearest my heart, namely, the prevention of war."

President Wilson replied, deploring Mr. Bryan's resignation, which he accepts with a feeling of personal sorrow only because Mr. Bryan insists on the resignation. President Wilson dwells on his delightful association with Mr. Bryan during the past two years, in which their judgments had agreed until now and says, "Even now we are not separated in object, but only in method."

NOTE TO BE FORWARDED TO-DAY.

London, June 9.

President Wilson has announced that the Note to Germany will be completed and probably forwarded to-day.

LATER.

Prior to the announcement of Mr. Bryan's resignation, President Wilson had authorised the statement that the general character of the Note had not been modified since the first draft.

The Note says that Germany's promise to pay compensation for the torpedoing of the *Gulf Light* does not affect the main principle for which the United States is contending, namely that Americans aboard unarmed merchantmen of whatever nationality must be transferred to a place of safety before a prize is destroyed.

MASSING OF GERMAN TROOPS ON THE YSER.

London, June 9.

The Belgo-Dutch frontier, says a Dutch telegram, has been closed in connection with enormous movements of German troops to the Yser. Barbed and electric wires have been run along the whole frontier and the inhabitants have been ordered to place buckets of water before their houses and remain indoors.

"MEDJIDIEH" RE-PLANTED BY THE RUSSIANS.

London, June 8.

Reuter's Odessa correspondent telegraphs that the Russians have re-planted and docked the Turkish cruiser *Medjidieh*.

AMERICAN NAVAL APPOINTMENTS.

London, June 9.

Reuter's correspondent Washington telegraphs that Rear-Admiral Mayo, commander of the Atlantic Fleet, has been appointed Vice-Admiral, he being the first of three Vice-Admirals to be appointed.

ITALIAN AIRSHIP DESTROYED.

London, June 9.

An official announcement made at Vienna says that a seaplane shot and destroyed the Italian airship *Ferrara*, which was returning from Fiume early in the morning. The crew of seven were captured.

IMPETUOUS AIRMEN.

London, June 8.

Two aeroplanes, says a telegram from Amsterdam, were observed on Sunday evening hovering over Flanders. Guns thundered on all sides, but the airmen were unperturbed, and remained in the air, apparently awaiting the appearance of Zeppelins. One of the aviators sighted a Zeppelin about 2.30 in the morning, and felled it. Besides 25 of the crew killed at least 20 were seriously burned and wounded.

GOVERNMENT AND AIR RAID DAMAGE.

London, June 9.

At question time in the House of Commons, Mr. Asquith announced that compensation would be granted to those whose property suffered from air raids. The Government are considering the insurance of property and war risks.

SIR IAN HAMILTON'S TRIBUTE TO HIS TROOPS.

London, June 9.

General Sir Ian Hamilton, in command of the British troops in Gallipoli, in an Order to his troops on the 9th May, said he had never seen more devoted gallantry than in the last three days, even during the Russo-Japanese War. Sir Ian called to Lord Kitchener paying a tribute to the men's bravery, and asking for reinforcements. Meanwhile the remainder of the East Lancashire Division is disembarking to enable them to improve their hardly won positions.

SIR JOHN FRENCH'S LATEST REPORT.

London, June 8.

Field-Marshal Sir John French reports that the situation on the British front is unchanged and the artillery is less active.

We have successfully exploded mines under the German trenches on the front at Ploegsteert, destroying thirty yards of the parapet.

We felled two German aeroplanes, one by gunfire, the other as the result of aerial engagements with a British aviator.

IMPORTANT FRENCH SUCCESSES.

London, June 8.

Important French successes are recorded in to-day's communique, issued at Paris. There has been a violent infantry battle on the Lorete plateau. The Germans replied to the French night attacks with three fierce counter-attacks.

The French maintained every position, and also progressed at Souchez, and took, after the most violent fighting, another group of houses at The Labyrinth.

Four times the Germans were repulsed at Hebuterne in trying to recapture lost ground.

The French made an important extension of their gains.

The Paris evening communique says: There have been severe artillery duels in the regions of the Aisne and Notre Dame de Lorete. We captured more houses in Neuville and repulsed a violent attack in The Labyrinth.

Two German battalions brought up hastily by automobiles, led a violent attack south of Hebuterne, but they were repulsed, whereupon we continued to advance eastward along a front of 1,200 metres.

BY TELEGRAPH.

(Reuter's Service to the China Mail.) MANCHESTER WORKERS AND THE WAR BONUS.

London, June 9.

At a meeting of the cardroom workers at Manchester it was decided to persist in the demand for war bonuses.

This has re-aggravated the dispute in the cotton trade.

ROYAL ASIATIC SOCIETY AWARDS.

Lady Receptants.

London, June 9.

The Triennial Gold Medal of the Royal Asiatic Society has been awarded to Mrs. Smith Lewis and her sister, Mrs. Dunlop Gibson, for their contributions to Asiatic and Semitic studies.

"DELHI, PAST AND PRESENT."

London, June 10.

Sir Hugh Barnes yesterday presented the Public Schools Medal for the best prize essay on "Delhi, Past and Present" to H. A. Metham at the Merchant Taylors School. Mr. Metham was born at Cawnpore.

KITCHENER'S THANKS.

To Men and Women Workers in Royal Aircraft Factory.

A card bearing a message from Lord Kitchener and an extract from his speech in the House of Lords on Feb. 9 has been issued to the employees at the Royal Aircraft Factory at Farnborough. The extract refers to the superiority of the British type of aeroplane, which is attributed to the industry of the Royal Aircraft Factory by Lord Haldane and its subsequent progress under Colonel Seely. The message, which is directed to the employees themselves, is as follows:

"I am glad to have the opportunity of expressing my appreciation of the good work which is being done by the employees, both men and women, at the Royal Aircraft Factory. I am sure that they are willing to put up cheerfully with discomforts and difficulties, both in connection with their long hours of work and in the matter of housing, because they appreciate the fact that work on war machines, such as aeroplanes and their parts and accessories, is of vital importance to the British Army. Their work is of real value, and they can all feel that by their exertions they are helping the troops in the field."

WIRELESS CANNOT HELP.

Ineffective as an Aid to Modern Strategy.

The not result of the use of wireless telegraphy in modern warfare is to leave strategy exactly where it found it, in spite of the immense expenditure of money and other forms of communication, and in spite of the fact that there are no fixed cables liable to interruption.

Such is the opinion of Colonel F. N. Maude, C. B., late R. E., expressed in an interesting contribution to 1915 Year Book of Wireless Telegraphy and Telephony.

WARFARE'S GREAT PROBLEM.

Strategy, in the modern sense in which the word is used, involves as its essential problem the timing of many columns moving on different roads to converge on a selected battlefield. Here the question of a reliable wireless system comes in, for the greatest difficulty in warfare is that of keeping rapid and trustworthy touch between the several manoeuvring columns.

But in the following respect wireless is powerless to help either side. Napoleon, in his strategic operations, never attempted a concentration for battle until by a preliminary attack he had fabricated the enemy's will and knew he would hold him for the time necessary to manoeuvre the rest of his army against the point of his own choice, in numbers sufficient to deal the knock out blow.

He might elect to smash the enemy's left wing, or his right, but he could not move to parry the coming danger. And this, says Colonel Maude, is the vital point. Until the decisive movement actually began only his director's brain knew where it was about to close, and during the "wing" became visible to the enemy, distance alone made it impossible to concentrate sufficient force to oppose with which to meet it.

"Neither aeroplanes nor wireless can save the enemy under these conditions," says the writer. "War becomes like playing chess on an open board, you can see exactly where every unit is, but until the player's fingers actually leave the pieces on the new square, you cannot tell for certain or only what move you will have to meet."

A descendant of one of Britain's greatest warriors, the immortal Admiral Howe, is in the Queen Elizabeth taking part in the forcing of the Dardanelles. This is Earl Howe's only son and heir, Viscount Curzon, who is serving in the Elizabeth by virtue of his appointment as a commander in the Royal Naval Reserve.

China, where an enemy torpedo boat has been destroyed, is the last probable birth place of Homer, and shows the blind bard's candle, school house, and tomb. Near the poet's alleged "school" is a little wine shop looking as res the front the evening saying of Hesiod to Hector: "Wine doth really increase the strength of a weary man."

ECONOMY IN THE END.

It costs but a small amount to keep Chamberlain's Colic, Cholera and Diarrhoea Remedy always in your medicine chest, and it is very handy in the end. It cures all ailments quickly. For sale by all Chemists and Druggists.

CORRESPONDENCE.

(To the Editor of the China Mail.)

BRITISH AND GERMAN TRADE IN THE FAR EAST.

AN OFFICIAL EXPLANATION.

Colonial Secretary's Office, Hongkong, 10th June, 1915.

Sir, I am directed by the Governor to request you to give publicity to this letter in order to remove a false impression which seems to have arisen in connection with the question put to the Secretary of State for the Colonies in the House of Commons on the subject of a report that an organization had been discovered to supplant British by German Trade in the Far East.

In the first place I am to emphasize the fact that the report referred to a condition existing previous to the outbreak of war and not a new movement initiated since the war.

In the second place I am to point out that the question relates only to a rumour of an organization and not to the fact of the discovery of the existence of the organization.

I am, Sir,

Your obedient servant,

CLAUDE SEVERN,
Colonial Secretary.

THE HANDY BOAT FOR MACAO.

THE S.S. "CHUEN CHOW"

THE ONLY BOAT LEAVING AT 5 P.M. EVERY DAY.

Back again by noon on the following day.

SUNDAY—Leaves Macao 1.30 P.M. Arrives Hongkong about 6 P.M.

FARES:—First Class \$2 Single; \$3 Return (Saloon).

First Class \$1 " \$1.50 " (Saloon) for Chinese.

Second Class 60 cts. Single; \$1 Return " "

Electric Fans throughout. First Class Attention. Ample Saloons and Cabin Accommodation.

Passengers may sleep on board without additional charge on return tickets only.

Malthoid Roofing

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Apply to the Agents

BRADLEY & Co., Ltd. Machinery Dept.

GILMOUR THOMPSON'S

Royal Blend Whisky

"Fit for a Prince"



"I'LL TOSS YE"

PRICE, Per Case 1 doz Quarts Duty Paid ... \$21.00.

SOLE AGENTS

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HONGKONG.

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	To SAIL	REMARKS
SHANGHAI	SARDINIA	About 17th June	Freight and Passage.
LONDON, via SUEZ, PORT SAID, COLON, PANAMA, COLOMBIA, PORT SAID & MARSEILLES	MALTA	19th June	See special of call.
SHANGHAI, MOJI, KOBÉ, YOKOHAMA	KASHGAR	About 25th June	Freight and Passage.
LONDON, via SUEZ, PORT SAID, COLON, PANAMA, COLOMBIA, PORT SAID & MARSEILLES	KARMA	About 7th July	Freight and Passage.

Subject to immediate alteration without notice.
All the above steamers are fitted with Wireless Telegraphy.
E. A. HEWITT, Superintendent.
P. & O. S. N. Co.'s Office.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

THE AMERICAN LINE TO TACOMA
AND SEATTLE

In connection with THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY
For VICTORIA B.C. and TACOMA via SHANGHAI, MOJI, KOBÉ, YOKOHAMA and YOKOHAMA.

STEAMER	DATE	TIME
S.S. CHICAGO MARU	Friday	11th June at 3 p.m.
S.S. CANADA MARU	Monday	21st June at 3 p.m.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless apparatus. Best adapted for carrying Silk, Treasure and Parcels.

For BOMBAY via SINGAPORE PORT SWETTENHAM, PENANG and COLOMBO.
S.S. LUZON MARU Capt. T. Miyata Sunday, 13th June at 7 a.m.

For TAMSUI and KEELUNG via SWATOW and AMOY.
S.S. DALIN MARU Capt. E. Marakami Sunday, 13th June, at Noon.
S.S. KAIJO MARU Capt. Y. Yamamoto Monday, 14th June, at 10 a.m.

For ANPING and TAKOW via SWATOW and AMOY.
S.S. SOSHU MARU Capt. A. Kobayashi Wednesday, 23rd June, at 10 a.m.

FOR HAIPHONG (DIRECT).
Steamer Captain Leave
"DAIGI MARU" T. Konishi Sunday, 13th June at 10 a.m.
"KEIJO MARU" Imazumi Monday, 14th June, at 10 a.m.

These steamers of Coast and Japanese Line have excellent accommodation for first class passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from the South Yip Wharf near the Harbour Office.
FOR FURTHER INFORMATION, APPLY TO
H. YAMAGUCHI, Manager,
Second Floor No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN
MAIL SERVICE
TO AUSTRALIA, via MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
FT. ALBANS	24th June	22nd June, at 11 a.m.
EMPIRE	18th July	17th July, at 11 a.m.
EASTERN	18th July	9th August, at 11 a.m.
ALDE HAM	2nd August	23rd August, at 11 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars, apply to
GIBB, LIVINGSTON & CO. Agents.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO. LTD.
AND APCAR LINE.
Proposed sailings from Hongkong.

Steamer from Hongkong	On or about	Connecting at Calcutta with	on or about
SAINT RONALD	1st July	SAINT RONALD	1st July
SAINT RONALD	1st July	SAINT RONALD	1st July

HONGKONG—NEW YORK

REGULAR SAILINGS via PORTS and SUEZ CANAL
(With liberty to call at the Mexican Coast).

FOR NEW YORK via SUEZ CANAL.
S.S. SAINT RONALD about early in July.
For Freight & further particulars, apply to
DODWELL & CO., LTD. Agents.

THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

S.S. YAMATO For Moji, Kobe & Yokohama Sails on or about 15th June.
S.S. YAMATO For Batavia, Cherbon, Samarang, Sourabaya, Macassar & Balikpapan 8th July.
For Freight or Passage apply to
DODWELL & CO., LTD. Agents.

SHIPPING

PACIFIC MAIL S.S. CO.

OPERATING
MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

STEAMER	TONS	DATE	TIME
MONGOLIA	27000 tons	TUESDAY	15th June, Noon
MANCHURIA	27000 tons	TUESDAY	22nd June, 1 p.m.
KOREA	18000 tons	TUESDAY	30th July, 1 p.m.
SIBERIA	18000 tons	TUESDAY	3rd Aug., Noon
CHINA	10200 tons	TUESDAY	
PERSIA	8000 tons	TUESDAY	

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

STEAMER	DATE	TIME
S.S. CHINA	Sailing TUESDAY	15th June, Noon
S.S. MANCHURIA	" TUESDAY	22nd June, 1 p.m.
S.S. MONGOLIA	" TUESDAY	30th July, 1 p.m.
S.S. PERSIA	" TUESDAY	3rd Aug., Noon

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moroni, the world-famous chef. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—sail, swim, tennis, etc. Full orchestra, deck games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passage in Our First Cabin.

For further information, rates, literature, schedules, etc., apply to
R. G. MORTON, Agent,
King's Building (opposite Blake Pier),
Telephone No. 141.

† For San Francisco via Manila, Nagasaki, Kobe, Yokohama and Honolulu.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.
Sailings from Hongkong—Subject to change without notice.

STEAMER	DISPLACEMENT TONS & SPEED	LEAVE HONGKONG
TENYO MARU	22,000 tons	Tues., 29th June at Noon
NIPPON MARU	11,000 tons	Tues., 13th July at 10.30 a.m.
SHINYO MARU	22,000 tons	Tues., 27th July at Noon
CHIVO MARU	22,000 tons	Tues., 24th Aug. at Noon

For BOMBAY via MANILA, Omitting Shanghai.
First Class to London £71-10. Return (6 months) £130.
" " " New York £80-0. " " £150-0.
" " " San Francisco £45-0. " " £85-0.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.
ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.
Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Los Angeles, Salina Cruz, Panama, Callao, Iquique and Valparaiso, Thence by Trans-Andean Route to Buenos Aires, etc.

Steamer Displacement Tons & Speed. Sailing.
KIYO MARU 17,500-15 knots. Saturday, 10th July at Noon.
For full particulars as to Passage and Freight apply to
K. DOI Acting Agent,
KING'S BUILDING (Opposite Blake Pier),
Telephone 281.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMER	SAILING DATE
MARSEILLES & LONDON	SHIRANO MARU	THURSDAY, 17th June at Noon
via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID	KATOKI MARU	THURSDAY, 1st July, at Noon
VICTORIA B.C. & SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKOHAMA & TOKYO	AKI MARU	TUESDAY, 15th June at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TAMBA MARU	TUESDAY, 29th June at Noon
BOMBAY via SINGAPORE, RANGOON, MALACCA and COLOMBO	TANGO MARU	TUESDAY, 15th June at 4 p.m.
CALCUTTA via SINGAPORE, RANGOON, MALACCA and COLOMBO	NIKKO MARU	FRIDAY, 18th July at 4 p.m.
BOMBAY via SINGAPORE, RANGOON, MALACCA and COLOMBO	TOGA MARU	WEDNESDAY, 18th June
PENANG & RANGOON	TOGA MARU	WEDNESDAY, 18th June
NAGASAKI, KOBÉ & YOKOHAMA	NIKKO MARU	SUNDAY, 13th June, a.m.
KASHIMA MARU	KASHIMA MARU	MONDAY, 14th June at 8 p.m.
KOBÉ & YOKOHAMA	OYUNO MARU	FRIDAY, 18th June
SHANGHAI, MOJI & KOBÉ	BOMBAY MARU	FRIDAY, 25th June

† Omitting Keelung.

Wireless Telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE

STEAMER	DISPLACEMENT	LEAVE HONGKONG
HIRANO MARU	18,000 tons	Thursday, 17th June
KATOKI MARU	20,000 tons	Thursday, 1st July
KAMO MARU	18,000 tons	Thursday, 15th July
KASHIMA MARU	20,000 tons	Thursday, 29th July

FOR AMERICA

STEAMER	DISPLACEMENT	LEAVE HONGKONG
AKI MARU	12,500 tons	Tuesday, 15th June
TAMBA MARU	12,500 tons	Tuesday, 29th June
YOKOHAMA MARU	12,500 tons	Thursday, 8th July
SADO MARU	12,500 tons	Tuesday, 22nd July

KUSU MOTO, Manager.

Telephone No. 292.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
WEIHAIWEI, CHEFOO & TIENTSIN	ROBINSON	June 11, at Noon
SHANGHAI	LUCHOW	June 13, Daylight
MANILA, CEBU & ILOILO	TEAN	June 13, at 4 p.m.
SHANGHAI	SIN KIANG	June 15, at 4 p.m.
MANILA, CEBU & ILOILO	CHIN KWA	June 22, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. LINTAN and S.S. SANUL.

MANILA LINE. Twin Screw Steamers "Chinba," "Taming," & "Tea."

SHANGHAI LINE. The Twin Screw Steamers "Anhui" and "Chen."

These Steamers and passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
HAIPHONG	TAKSANG	FRIDAY, June 11, at 7 a.m.
MANILA	YUENSANG	SATURDAY, June 12, at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	SATURDAY, June 12, at 8 p.m.
SHANGHAI	CHOYSANG	SUNDAY, June 13, Daylight
WEIHAIWEI & TIENTSIN	CHIPSANG	WEDNESDAY, June 16, Daylight
SHANGHAI	KWONGSANG	THURSDAY, June 17, Daylight
MANILA	LOONGSANG	SATURDAY, June 19, at 3 p.m.

RETURN TOURS TO JAPAN.

THE Steamers Kutsang, Namsang & Fooksang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Fooksang, Kutsang, and Namsang leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 18 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.

Taking Cargo on through Bills of Lading to Koda, Lahad Dato, Simpang, Tawau, Uluken, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBÉ, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARD.

FOR	STEAMER	DATE OF DEPARTURE
LONDON	'MONMOUTHSHIRE'	End of June

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, SACRAMENTO & PORTLAND.

For freight and further particulars, apply to
JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 215, 216 & 217.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. ITOLA, 5,257 tons, Capt. Butler, will be despatched for SHANGHAI, KOBÉ & MOJI on 19th June.

WESTWARD.

S.S. JAPAN, 6,013 tons, Capt. C. P. Seddon, will be despatched for SINGAPORE, PENANG & CALCUTTA on 20th June.

The above Steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or Passage, apply to
DAVID SAERSON & CO., LTD., AGENTS.

Telephone No. 215.

SHIPPING



STEAM FOR

STRAITS, CALYON, AUSTRALIA, COLOMBO, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for DATA-VIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship MALTA, Captain

C. C. Tindor, R.N., carrying His Majesty's Mails will be despatched from this port for BOMBAY, on SATURDAY, the 10th June, at Noon, taking

Passengers and Cargo for the above ports in connection with the Company's Steamship Egypt from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, and Tea and Cargo for Italy, France, and London (under transshipment) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc., will be conveyed via Bombay and transhipped to the s.s. Khyber due in London on 1st August, 1915.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWITT, Superintendent.

Hongkong, June 5, 1915.

AMERICAN & MANCHURIAN LINE.

FOR NEW YORK via PANAMA.

THE Steamship "WALTON HALL,"

4,392 tons, will be despatched as above on THURSDAY, 8th July.

For Freight and further particulars apply to—

THE BANK LINE, LIMITED, General Agents.

Hongkong, June 7, 1915.

NOTICES TO CONSIGNEES

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM LEITH, "MIDDLESEX," LONDON AND STRAITS.

THE Steamship "MIDDLESEX,"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th June, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 22nd June, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th June, at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, June 8, 1915.

Agents.

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PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS AND MANILA.

CONSIGNEES OF Cargo per Steamship "CHINA,"

The above-mentioned vessel having arrived, Consignees of Cargo are hereby notified to send in their bills of lading for countersignature and take immediate delivery of Cargo from alongside. Cargo impeding discharge will be landed immediately at Consignees' risk and expense. Cargo remaining on board on THURSDAY, June 10th, 1915, at Noon will be subject to landing charges, and if undelivered TUESDAY, June 15th, 1915, at Noon will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined—the above Company's Godown on SUNDAY, June 13th, 1915, at 9 a.m.

No claims will be entertained unless accompanied by a bill of lading note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before June 22nd, 1915, otherwise they will not be recognized.

R. G. MORTON, Agent.

Hongkong, June 8, 1915.

Agents.

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IF you happen to be late from a bill will be countersigned and promptly served but the form. Only at the ALEXANDRIA OFFICE.

